

C. Transportation

Arterial Traffic

Goal:

To partner with the City to ensure that cars, busses, and light rail trains coming to and through the neighborhood share the road with those traveling on bike and foot.

Issues:

Roosevelt neighborhood is significantly impacted by traffic on its arterial streets. This traffic divides the neighborhood, reduces its safety and attractiveness for pedestrians, and makes it difficult for customers to reach local businesses. (See Appendix 2 for the full existing conditions analysis.)

Recommendations:

There are a number of ways to mitigate traffic impacts. Signage, signal timing, and enforcement are first steps. Curb bulbs can be used both to reduce the visual width of the street and to slow traffic. Likewise, reducing lane widths can create room for wider planting strips and street trees to further slow traffic. There are also peak hour restricted parking lanes on Roosevelt, 12th, and 15th Avenues NE that may not be needed. Converting these to permanent parking lanes with curb bulbs would further slow traffic and ease crossing. Returning the Roosevelt/1 2th Avenue NE couplet to a two-way street was studied, but SeaTrans does not support further study.

- **Speed Limit Signs.** Vehicular travel speeds through the Roosevelt neighborhood are quite excessive and unsafe. In addition, the “wide” feel of these streets and their one-way operation also contribute to higher travel speeds.

As part of this plan’s development, spot speed surveys were conducted in April of 1998. These surveys showed that average travel speeds were 35 mph on 12th Avenue NE just north of NE 68th Street and nearly 40 mph on 15th Avenue NE north of NE 70th Street. Both of these surveys were conducted during a typical afternoon peak period (4:00 p.m. to 5:00 p.m.) when congestion was highest. It is assumed vehicle speeds during off-peak periods are higher.

Given these statistics, enforcement and signage are two high-priority recommendations. Posted speed limits signs should be located on Roosevelt Way NE, 12th Avenue NE and 15th Avenue at locations both north and south of 65th Avenue NE. On 15th Avenue NE and 12th Avenue NE, speed limit signs with “red flag indicators” should be posted as close as possible to Ravenna Boulevard and near Roosevelt High School.

In addition to coordination with the Seattle Police Department on enforcement of vehicle speeds in the vicinity of the high school and on critical arterial segments within Roosevelt, Tomorrow’s Roosevelt should also participate and become a member of the Neighborhood Speed Watch Program through SeaTrans. This program allows residents to borrow speed monitoring equipment and help direct SeaTrans and the Seattle Police Department to areas of concern.

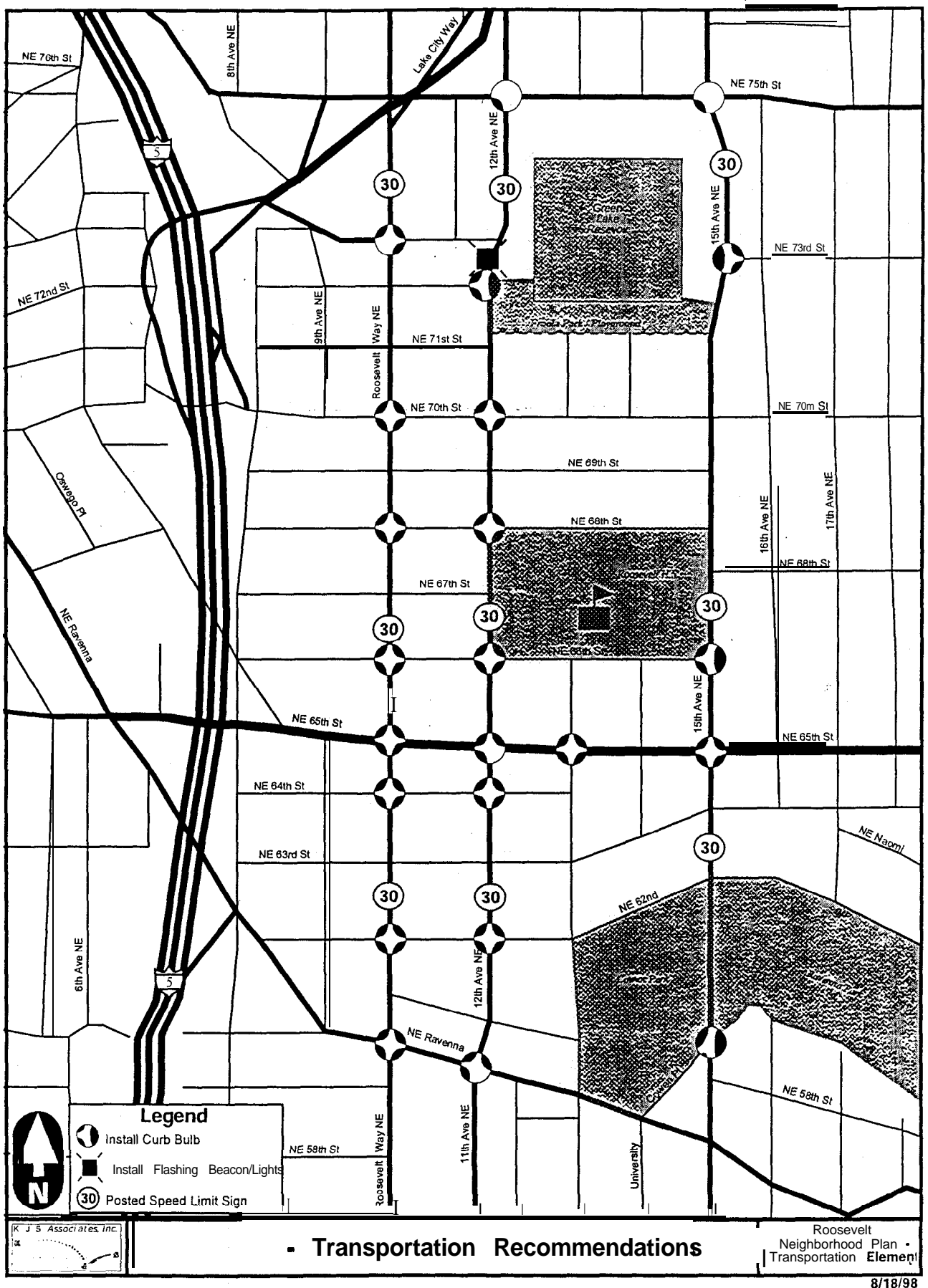


Figure 27: Transportation Recommendations

- **Crosswalks and Curb Bulbs.** Pedestrian crossings should be improved along the arterials throughout the planning area. Curb bulbs reduce crossing distances for pedestrians and make pedestrians more visible to motorists at intersections. (See Figure 19, page 36.) They also help to reduce traffic speeds (not capacity) by visually narrowing the street. Curb bulbs are being proposed throughout the neighborhood's arterial streets where they can be built without reducing required capacity. The following intersections are proposed for first priority crosswalk and curb bulb improvements (see Figure 27 for a diagrammatic representation of potential curb bulb locations – further study of each intersection would be required to determine exact configurations):

- Along both Roosevelt Way NE and 12th Avenue NE at the intersections of NE Ravenna Boulevard, NE 62nd Street, NE 64th Street, NE 65th Street, NE 66th Street, NE 68th Street, and NE 70th Street.
- At Roosevelt Way NE and NE 73rd Street.
- Along 12th Avenue NE at NE 72nd Street (with a flashing beacon) and NE 75th Street.
- Along 15th Avenue NE at Cowen Place, NE 65th Street, NE 66th Street, NE 73rd Street and NE 75th Street.
- At NE 65th Street and Brooklyn Avenue NE.

In addition, when new developments or street maintenance projects along Roosevelt Way, 12th Avenue NE, 15th Avenue NE, or NE 65th Street involve rebuilding curbs, curb bulbs should be installed where appropriate.

- **Pedestrian Crossing Times at Signalized Intersections.** Residents have complained of short crossing times at signalized intersections. The average walking time for older adults across a four-lane cross-section is approximately 19 seconds. It is recommended that this be the minimum crossing time at signalized intersections on Roosevelt Way NE, 12th Avenue NE and 15th Avenue NE.
- **Street Trees and Wider Sidewalks.** Roosevelt Way NE and 12th Avenue NE should have a minimum sidewalk width of 10 feet on both sides of the street - 12 feet would be preferable. The sidewalks would use this entire dimension (with cut outs for street trees) in commercial areas. In residential areas there should be 5-6 feet of walking width and 5-6 feet of planting strip width.

Roosevelt Way NE typically has about 10-foot sidewalks on both sides, with street trees along the outside edge of the sidewalk. This width is barely sufficient to install street trees while maintaining minimum space for pedestrian movement. Unless City roadway standards are changed to permit narrower lane widths, additional sidewalk width will have to be gained through encouraging businesses to set their storefronts back from the property line. (see Figure 12 and Design Guidelines, Appendix 1.) In addition, the installation of curb bulbs would provide more room for landscaping or urban design features, and installing tree grates would expand useable walking space around trees. Landscaping should be designed to maintain visibility and sight distance at intersections, driveways, and other critical areas along the street system.

Sidewalk widths on 12th Avenue NE currently range between 7 and 8 feet on both sides of the street, generally insufficient to install street trees. As on Roosevelt Way, lane widths cannot be narrowed unless the City revises its standards. Since 12th and 15th are predominantly residential, with front yards abutting the sidewalk, a program to encourage planting street trees behind the sidewalk could be successful. Curb bulbs with street trees are especially needed on 12th, since other opportunities are limited.

- **Peak Hour Travel Lanes.** It is recommended that the southbound peak hour lane on Roosevelt Way NE and the northbound peak hour lane on 12th Avenue NE be eliminated. This would make full-time parking available on both sides of the street. Preliminary traffic volume forecasts and levels of service analysis indicate that while turning lanes at critical intersection approaches would need to be maintained, the additional travel lane through the corridor is not required.
- **Conversion of One-Way Couplet to Two-Way Street System.** Preliminary studies were done of converting Roosevelt Way NE and 12th Avenue NE from a one-way couplet system to a two-way street system between NE 75th Street and NE Ravenna Boulevard. In general, 12th Avenue NE would consist of two travel lanes and parking on both sides of the street with parking restrictions on the east side of the street during the p.m. peak period. Roosevelt Way NE would consist of two travel lanes and parking on both sides of the street with restrictions on the west side of the street during the a.m. peak period. The two-street system is discussed in more detail in the *Roosevelt Way NE/12th Avenue NE: Alternative Roadway Configurations Memorandum* dated June 17, 1998. (See Appendix 3.)

This two-way system could also include the installation of curb bulbs, widening sidewalks and installing street trees.

Due to the reluctance of SeaTrans to further study the two-way conversion, and the divided opinions of the Roosevelt community on this proposal, Tomorrow's Roosevelt is focussing on eliminating peak hour lanes and constructing curb bulbs with street trees to slow arterial traffic on Roosevelt Way NE and 12th Avenue NE.

Parking:

Goal:

A neighborhood that is accessible to visiting friends and family, to commercial area patrons, and to those who enjoy the area's parks and fields.

Issues:

Existing parking in the Roosevelt neighborhood is provided both on public on-street space as well as public and private off-street lots. On-street parking is prohibited on the west side of Roosevelt Way NE between 7:00 a.m. and 9:00 a.m., on the east side of 12th Avenue NE between 4:00 p.m. and 6:00 p.m., and on the east side of 15th Avenue NE between 4:00 p.m. and 6:00 p.m.. Parking on NE 65th Street is prohibited between 7:00 p.m. and 9:00 p.m. on the north side of the street and between 4:00 and 6:00 p.m. on both sides of the street.

The parking meter district in the Roosevelt neighborhood is bounded by NE 66th Street to the north, NE 62nd Street to the south, 9th Avenue NE to the west and Brooklyn Avenue NE to the east. A residential parking zone (RPZ) is also located in the area bounded by Cowen Place, NE 15th Street and NE Ravenna Boulevard.

There are competing parking needs within the Roosevelt neighborhood given its residential mix, Roosevelt High School, and commercial/retail properties all within immediate vicinity of each other. In addition to the parking needs of land uses within the neighborhood, a number of commuters drive and park in the neighborhood to access transit services to the University District or downtown Seattle. When the proposed light rail station comes to the neighborhood, additional pressure will be placed on access to public transportation by parking in the neighborhood.

While there are a number of improvements that could be made to counteract this demand. The most effective tool would be the creation of a Residential Parking Zone or RPZ. There will be a growing need for an RPZ when the light rail station is built. There currently is support for extending the University District RPZ north from NE Ravenna Boulevard to NE 68th Street between 8th Avenue NE and 15th Avenue NE. The neighborhood also recommends developing a parking management system coordinating business, resident, and High School parking needs.

Recommendations:

Additional improvements for the City and community to consider include:

- **High School Parking Overflow.** Explore options for limiting the amount of on-street parking used by Roosevelt High School students and teachers.
- **On-Street Parking Capacity and Management.** Under either the proposed one-way system (with the elimination of peak hour travel lanes) or under the alternative two-way street system in Roosevelt, the additional capacity created for parking during peak demand periods would help accommodate shortfalls in both residential and business on-street parking. The use of parking enforcement to maintain a healthy parking turnover is recommended as well.

Light Rail Station

Vision:

Sound Transit and other public transportation provide a vital link to neighboring communities and beyond. The community supports these systems and feels they can be a positive influence on the neighborhood.

Issues:

Sound Transit originally planned for a light rail line from SeaTac to Northgate. The segment connecting the University District north to Roosevelt and Northgate was to be constructed as part of Phase I improvements if sufficient funding was available. Current plans call for this segment to be built in Phase II. Tomorrow's Roosevelt has planned on the assumption that the line will be extended to Northgate and a station will be constructed in Roosevelt. The delay in building this segment creates some challenges to the Roosevelt community, but the basic goals and recommendations regarding the future construction of the station remain the same.

The community supports a underground light rail station in the business core. There is a strong desire to work with the City, Sound Transit, and adjacent neighborhoods to promote a station plan and design that protect and enhance the commercial core and the neighborhood's character and vitality.

The community wishes to develop station entrances that minimize negative impacts on surrounding residents and businesses. It is also assumed the station-to-neighborhood connections would enhance to the pedestrian environment of the retail core.

As the station planning process proceeds, Seattle's Strategic Planning Office will be conducting station area planning studies for all Sound Transit station locations. It is critical to develop principles for station area planning that preserve and support the Roosevelt neighborhood character. These plans must also coordinate with the vision and goals of Roosevelt Tomorrow and the neighborhood plan. While the detailed station area planning may be delayed, basic analysis of the transit-oriented development potential should proceed to help evaluate alternative station locations.

Following is a qualitative analysis of the implications associated with the future development of the Roosevelt neighborhood's Light Rail Station. This analysis is based largely on the findings of Sound Transit's Roosevelt Alternatives Workshop conducted March 28, 1998, at Roosevelt High School. The summaries distributed by Sound Transit following the workshop clearly portray the community's priorities and concerns associated with alignment alternatives and station locations.

Recommendations

■ Vehicular and Pedestrian Access

Successful access to the light rail station will differ depending upon the location of the station but must include:

- *Pedestrian Access Points.* Where people will access the station platform and how vehicular/pedestrian conflicts will be addressed are critical.
- *Personal Safety and Security At and Near the Station.* General perceptions at the March 28th Workshop suggest that public safety is a major consideration for the community-at-large. Lighting, sight lines, and security must all be integrated into station design.
- *Vehicular Access.* The City of Seattle has stated that it will not expand existing park-and-ride facilities. However, because a possible facility already exists, there will be increased demand for access between the park-and-ride and rail transit. This demand, along with “drop-off trips,” must be factored into station planning.
- *Transit Connections/Access.* The neighborhood is concerned about transit connections between the rail and bus systems. The impact and operation of bus service and/or local circulator system facilities (shuttles, bus bays, bus stops, etc.) must be considered as part of station area planning.
- *Pedestrian Environment.* Enhance the pedestrian environment along the three major arterials: NE 65th Street, Roosevelt Way, and 12th Avenue NE. The plan’s urban design component will surely address streetscape and other amenities that will be necessary. It is recommended that improvements along these streets adjacent to the light rail station stretch out 1/4 mile in each direction from key access points.

■ Parking Impacts

Local residents and business owners both shared concerns about the impact the light rail station could have on area parking. To address potential impacts, Roosevelt’s station area planning should consider:

- Establishing or expanding a Residential Parking Zone (RPZ) on residential streets surrounding the station. Extension of the University District RPZ may occur prior to station area planning (see page 50).
- Joint development of mixed-use parking structures to serve the needs of the business district.
- Land use code changes or a “Station Area Development Zoning Overlay District” that limits parking in the urban village.
- Coordination with Sound Transit and the City of Seattle to ensure that the Roosevelt station, regardless of location, is “marketed” as a local community access station rather than a commuter gateway station.

■ Community Character/Streetscape

A key consideration for the Roosevelt segment of the light rail system focuses on ensuring that light rail construction contributes to, rather than detracts from, the character of the neighborhood. In support of the Roosevelt plan's urban design goals and strategies, the following should be part of the station's planning and design:

- Street tree plantings, wider sidewalks, bike lanes, public art, and street furnishings such as kiosks and benches in the station's 1/4-mile approach zone.
- The incorporation of public art as an expression of the community's character.
- Enhanced signage that leads people between stations and local destinations.
- Improved transit and pedestrian connections to Green Lake and Ravenna should be sought via the 65th Street corridor.
- Development of a central neighborhood gathering space.

(See also "Neighborhood Identity," "Pedestrian Environment," and "Community Gathering Spaces," pages 34 through 39.)



Figure 28: Streetscape Elements such as Buildings and Tree Plantings Define the Visual Character of the Street

■ Land Use

The community prefers a business core station location. The community feels a business district location will promote the development of an urban village image, support close-by transit-oriented development, enhance local business activity, and establish the development of "destination" services in the community.

Some of the considerations facing Tomorrow's Roosevelt's land use planning component include the following:

- Zoning. Under existing zoning, high-density, mixed-use buildings can be built in the business district. The existing NC3-65 zone encompasses properties generally facing NE 65th Street from 9th to 12th Avenues NE and Roosevelt Way from NE 64th to NE 67th Streets. This zone would support the type of transit-oriented development desired by the community.



Figure 29: Higher-Density, Mixed-Use Environments with Pedestrian-Friendly Uses and Amenities Are Preferred for Transit-Oriented Development

- *Joint Development- Public/Private Partnerships.* Transit-oriented development may include partnerships between public and private interests. The neighborhood has expressed interest in possibly integrating community facilities such as a neighborhood center, multi-purpose center, or other public facility as part of a joint development. (See page 42.)
- *Design Guidelines/Development Standards.* Roosevelt was one of the first neighborhoods to develop design guidelines for its commercial district. Adopting these guidelines and others created during the neighborhood planning process could help shape the physical form of new development. (See page 44.)

■ **Sound Transit session for Tomorrow's Roosevelt and Green Lake 2020**

On September 29th, 1998 representatives of Roosevelt and Green Lake planning groups met to discuss the potential Sound Transit light rail station. The group reviewed the proposed alternatives which include either an aerial system at NE 65th and 8th Ave NE or a tunnel station at NE 65th and either 12th Ave NE or Roosevelt Ave NE. Although the groups have different perspectives, they discovered several areas of common interest. Those include:

- Public safety.
- Parking impacts.
- Design issues - positive impacts this could bring.
- Adequate access to station.
- Development of station should spur positive development.
- Circulator system that serves neighborhoods and surrounding community.
- Pedestrian route across NE 70th Street supported by both plan recommendations.
- Smaller busses on routes during appropriate times.
- Improve area under freeway (joint art project?).
- Desire for more specific information on Sound Transit alternatives.
- Minimize impacts of drop-off ("kiss and drop").
- Reduce noise impacts.
- Attractive and well-working station.
- Look at RPZ as potential mechanism to reduce overflow parking.
- Need parking management plan as part of station planning.
- The majority of impacts will be in Roosevelt,

■ Sound Transit Board decision implications

While the decision is to delay construction of the Northgate extension and Roosevelt station, the Roosevelt community must continue to promote its preferred alignment to ensure that decisions regarding financing, the Environmental Impact Statement and tunnel termination do not preclude it. If an aerial alignment with a station at 8th Ave NE is chosen, contrary to the Roosevelt community's strong wishes, full mitigation must be provided, including but not limited to:

- Replace trees and open space lost to the construction of the aerial railway and station with their equal or better within the Town Center, prior to its being taken for construction.
- Minimize and compensate adjacent property owners, businesses and residents for construction impacts, including noise and vibration caused by pile driving. (This would also apply to any impacts from hauling dirt from a potential tunnel terminus in or near the neighborhood.)
- Provide pedestrian improvements to reinforce the connection from the station to the Town Center, Roosevelt High School, and multifamily and commercial areas along NE 65th St., Roosevelt Way NE, 12th Ave. NE and 15th Ave. NE.
- Preserve vital neighborhood services in the area around the station, including service stations near I-5 entrances and exits.
- Provide for transit oriented development that will reinforce the community's business district and protect the neighborhood's character and livability.
- Provide safety improvements to and patrolling of the area around the station and under I-5.
- Provide a gateway, incorporating public art, for those entering the neighborhood along NE 65th St., 8th Ave NE, and Weedin Pl. NE.
- Minimize impacts and compensate property owners, businesses and residents for negative impacts of the aerial alignment, including noise, vibration, electromagnetic radiation, view blockage, and the decline in property values.

Before a final decision on station location is made a thorough analysis of transit-oriented development potential of the alternate sites should be completed. The 12th Ave NE site has considerably more land zoned and suitable for commercial and mixed use within close proximity. Much of the land in close proximity to the 8th Ave. NE site is within the I-5 or NE Ravenna Blvd. right-of-way, or so close to the freeway to compromise its development potential. (See Figure 15, page 3 1.)

D. Community Safety and Livability

Vision:

Community commitment, looking out for one another, and a strong block-watch system will help keep residential and commercial districts safe.

Issues:

During the course of the planning process, a number of public safety problems have been discussed. They include:

- Landlords who fail to adequately maintain and monitor their properties, and the need for better code enforcement at these properties.
- Conflicts between Roosevelt High School students and adjacent neighbors.
- Litter from the high school and commercial dumpsters on the sidewalks.
- People sleeping in vehicles, in public rights-of-way, and under the freeway overpass and camping in Cowen Park.
- Drug traffic and other related problems with transient and homeless use of Cowen Park and other public spaces.
- Concern that gang activity may be attracted by the above activities,

Recommendations

- **Promoting a Healthy Environment.** Create a neighborhood Ombudsman. This person would serve as the neighborhood memory and put together the code violation and public safety complaints from individuals. Work with the City to make input from the Ombudsman something the City works on effectively by orchestrating the appropriate agencies.

Develop and implement a “clean streets” program, including installing and maintaining trash receptacles around Roosevelt High School and surrounding streets. Business dumpsters on public sidewalks need to be relocated. An aggressive anti-graffiti program needs to be launched. This can include a simple paint-it-out plan.

- **Community Policing.** Roosevelt supports the block-watch system and wants to work with Seattle Police Department in efforts to reduce crime. The neighborhood would like to have a community police officer assigned to the area. There is strong support for a police storefront facility or work station in the center of neighborhood, ideally in the Town Center development described in the Key Strategies section.

There has also been some discussion of a branch division office to the east of I-5 in north Seattle. Tomorrow’s Roosevelt would welcome consideration of locating such a facility in the neighborhood center. Even if this is not possible, a location somewhat closer than the current North Precinct headquarters would be welcome.

III. KEY STRATEGIES

The following three key strategies combine many of the recommendations from the various plan elements into integrated concepts for plan implementation. These strategies provide a framework for coordinated action, and a way of packaging individual recommendations in a way that is easier to grasp and visualize.

A. Roosevelt Town Center

One of the most effective ways to strengthen Roosevelt's identity, reinforce its role as a neighborhood business district, and set the stage for its future development will be to develop a "Town Center" in the commercial core that provides the elements needed to form a vital, creative, and interesting business district. This "Town Center" concept would ideally contain the following:

1. A central "Town Square" open space incorporating:

- An active, safe space for informal gatherings or community events that is open to and visible from at least one of the major arterials passing through the neighborhood, but sufficiently enclosed to create an outdoor "living room" for the neighborhood.
- Substantial greenery in the form of trees and other "urban" plantings
- Retail and other "active" uses surrounding the space and spilling out into its edges, invigorating it with life.
- Residential uses overlooking the space providing eyes on the park and a sense of community ownership of the space.
- Public art that provides a focal point and identifiable image, developed in cooperation with the new Roosevelt Arts Council, with funding from (but not limited to) Percent for the Arts moneys for all public projects in the Town Center.
- Some sort of water feature with running water to mask the adjacent traffic noise and provide a pleasant background sound (perhaps a conceptual "headwaters" for Ravenna Creek?)
- An area suitable as a stage for small community concerts or as an informal area for people to sit or young children to climb.
- A community kiosk for posting neighborhood news, events and announcements.
- Public restrooms, possibly as part of the neighborhood center or light rail station (see below).

2. A “Neighborhood Center,” ideally including:

- Public meeting spaces to accommodate groups from 5 to 150, preferably including at least one small and one large meeting room.
- A large meeting room that would also be suitable for small performances, lectures, classes, seminars, etc.
- Office space for community groups, including but not limited to the Roosevelt Neighborhood Association and the Roosevelt Chamber of Commerce.
- Space for community displays and exhibits.
- A community resource center, where information on neighborhood plans events and issues would be available to the public.
- Possibly a day care center serving neighborhood businesses and residents as well as commuters.
- Possibly a small kitchen area for catering community events.
- Possibly incorporating a small business that would provide surveillance and access to the facilities.
- This should be a public facility available at little or no charge to community groups.

3. Entrances to the Roosevelt Light Rail Station including:

- At least one entrance with a sculptural or landmark entry structure, preferably as part of the Town Square.
- Artwork, possibly incorporating historical and interpretive information about the Roosevelt neighborhood.
- Provide safe, convenient access to Roosevelt High School and the commercial/transit node at NE 65th St. and 1 5th Ave. NE Neighborhood circulator busses connecting both the station and the Roosevelt district with surrounding neighborhoods.
- Better east-west cross town bus service.

4. Transit-oriented development that would complement, fit in with and enhance existing neighborhood landmarks and character, including:

- Additional retail and commercial development, particularly pedestrian-oriented uses that would enliven an adjacent Town Square or streetscape.
- Additional residential development above ground level commercial space that would provide a built-in clientele for neighborhood businesses and ridership for the transit station, and eyes on public streets and open spaces for security and a sense of community ownership. Reduced parking requirements should be considered to encourage transit-related and affordable housing.
- Parking sufficient to replace any lost in development of open space and provide for new businesses and residents (preferably at reduced levels as described above). NOT to provide additional park-and-ride opportunities for commuters.

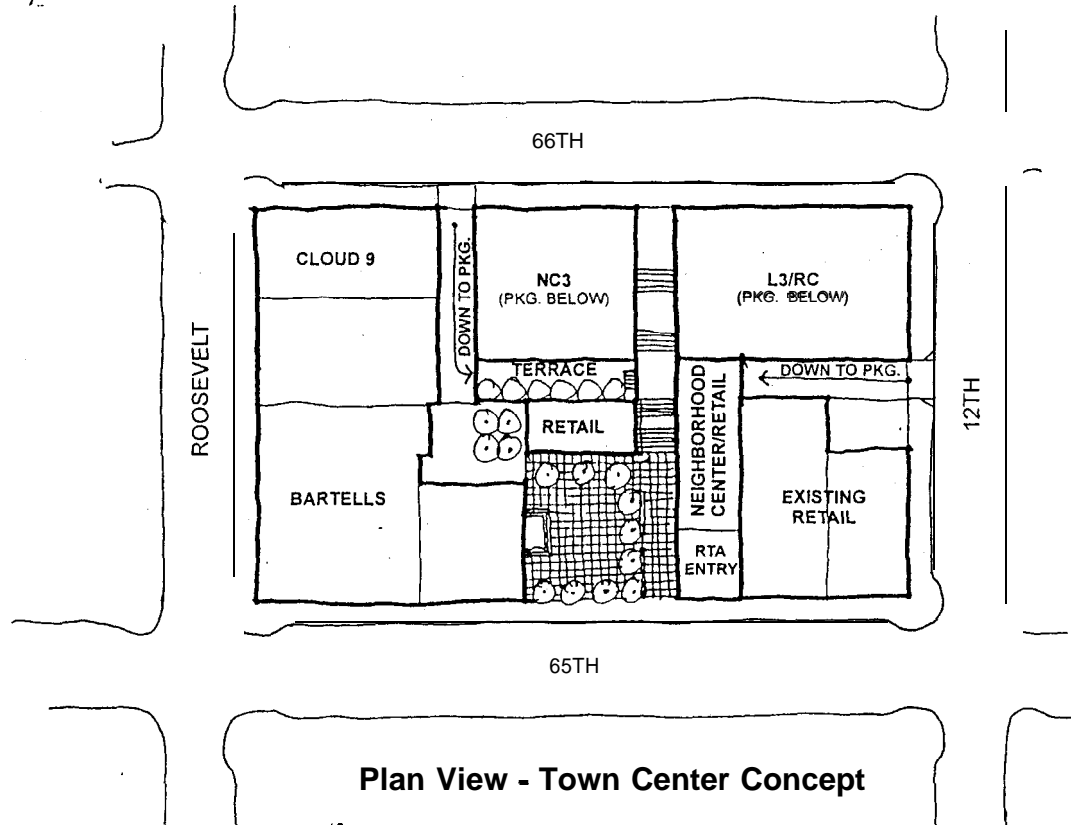
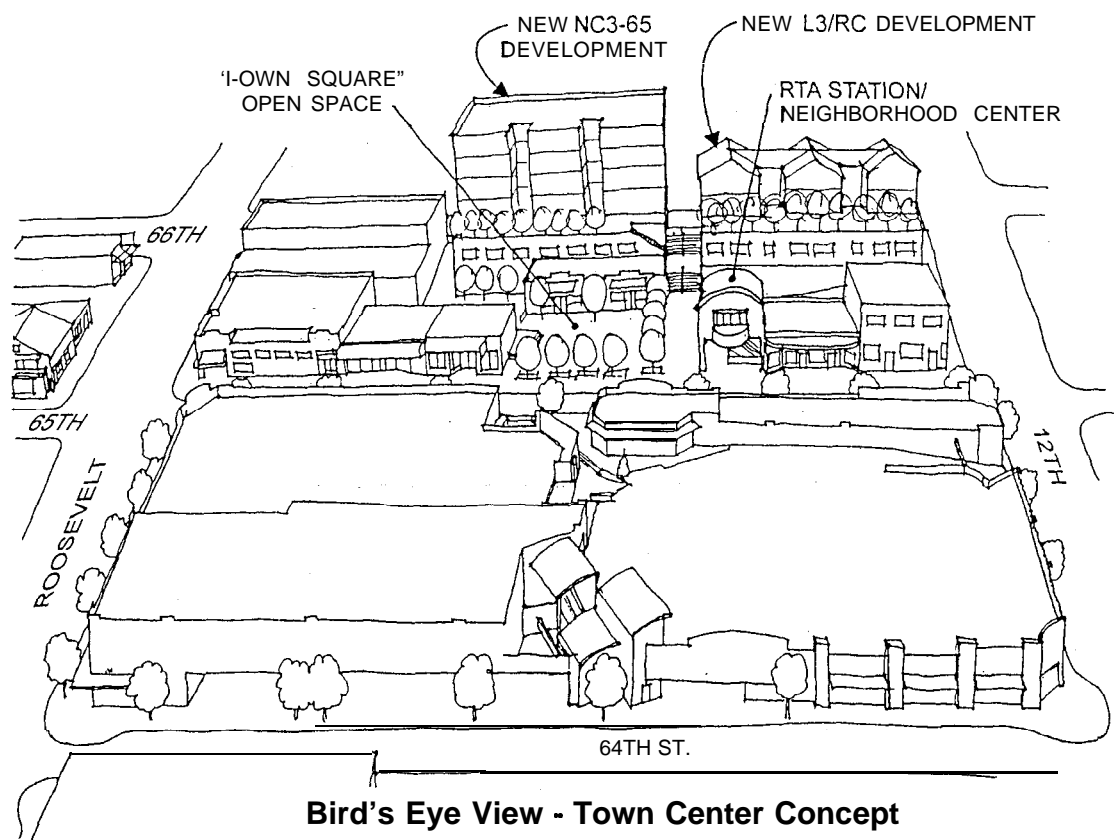


Figure 30: Roosevelt Town Square Concept: These illustrations represent a hypothetical vision of how a "Town Center" concept might be developed on one of several potential sites as part of a long range plan.

B. Roosevelt's Key Pedestrian Streets

Much attention, analysis, and debate has focused on a range of improvements for Roosevelt's major streets, which now act as traffic corridors that divide and disrupt the neighborhood, not as "Main Streets" that bring life into the commercial core and act as the community's focal point. One of the primary goals is to find ways to slow the traffic that bisects the neighborhood and to redesign streetscapes in ways that enhance the pedestrian experience, strengthen businesses, and provide an identifiable neighborhood image.

Roosevelt's "Key Pedestrian Streets" consist of Roosevelt Avenue NE, NE 65th Street, 12th Avenue NE, 15th Avenue NE, and NE 70th Street.

This plan integrates traffic, urban design, land use, and development recommendations for redeveloping Roosevelt's arterial streets. Considerable analysis has focused on ways to slow traffic that passes through the neighborhood while maintaining adequate capacity. Two major options were studied: (1) converting Roosevelt and 12th back to two-way streets and (2) eliminating peak hour lanes. Under either of these options, traffic will be slowed and the pedestrian environment enhanced.

Due to the reluctance of SeaTrans to further study the two-way conversion, and the divided opinions of the Roosevelt community on this proposal, Tomorrow's Roosevelt is focussing on the second of these options for slowing arterial traffic: eliminating peak hour lanes. This will allow constructing curb bulbs, ideally configured to contain street trees, on both sides of Roosevelt Way NE and 12th Avenue NE. (see below)

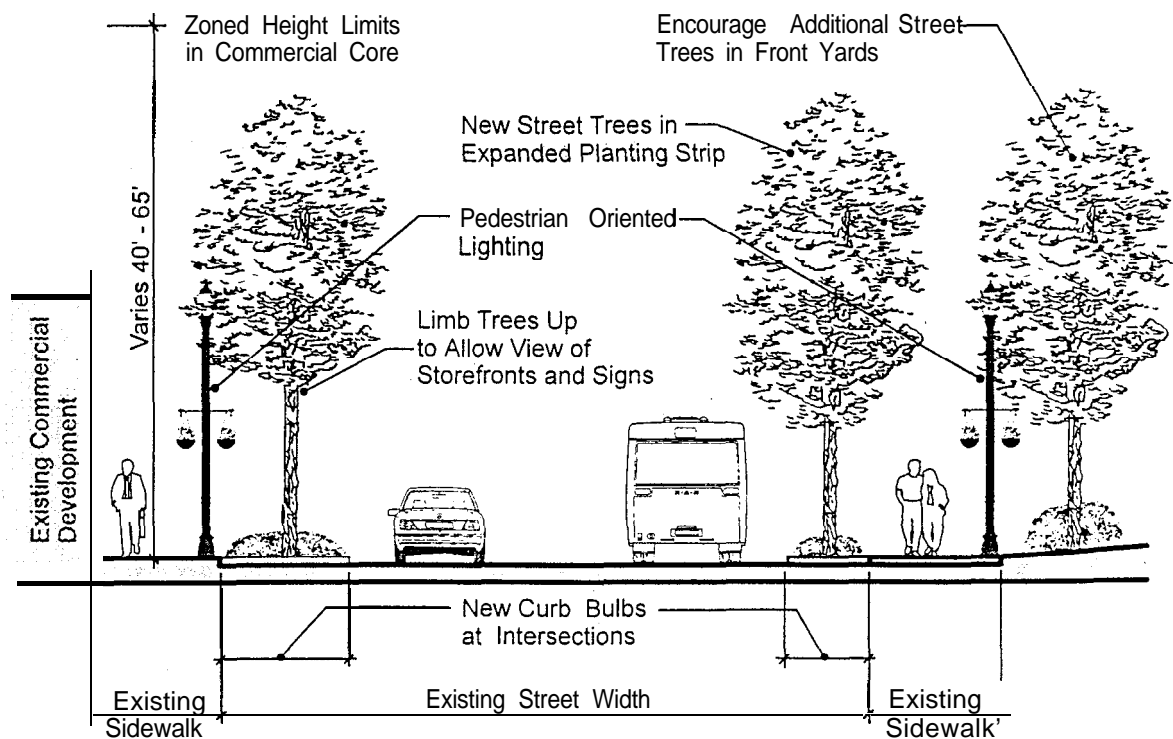


Figure 31: Typical Commercial/Residential Area Street Section, with a Possible Option for Street lights

As improvements are made to these key streets, an integrated program of streetscape treatments should be implemented to give a distinct character to the residential and commercial arterials, consisting of the following components:

1. Streetscape treatments:

- Eliminate peak hour travel lanes and add curb bulbs with a consistent palette of paving patterns and landscaping (see Figure 12, Figure 19, and Figure 20). While it appears that earlier proposals to widen sidewalks and planting strips into the street will not be possible under current City standards, curb bulbs other ways to expand the pedestrian space and provide room for street trees should be aggressively pursued. Possible techniques include design guidelines to encourage setting back storefronts on narrow sidewalks.
- Pedestrian-oriented lighting, particularly in the commercial areas and around transit stops.
- A walking tour of the commercial core, including brochures, signage, and kiosks, possibly as part of a Chamber-sponsored Neighborhood Matching Fund Project.
- Signature signage and public art in the commercial core, possibly as part of a business improvement plan and as part of light rail station development.
- Creation of a P3 Pedestrian Overlay Zone that would allow professional offices to extend the current Pedestrian Overlay Zone. This would encourage pedestrian-friendly development along Roosevelt Way and NE 65th Street without restricting existing professional office uses. (see Figure 11).
- Possible future facade improvement program to enhance the appearance of the commercial core (see page 30).

2. Gateway treatments:

- In addition to these streetscape improvements, special gateway treatments should be considered and developed for the entrances to the neighborhood. These gateway treatments should incorporate landscaping, signage, and public art to clearly identify Roosevelt as a unique neighborhood (see Figure 13 and Figure 18).

3. Link to Green Lake:

- A link to Green Lake should be developed along NE 70th Street. At a minimum this should consist of landscaping, including street trees, in the existing planting strip, preferably designed to extend the existing landscaping and street trees along 70th between 15th and Roosevelt. Ideally, it would also include pedestrian amenities including signage and benches, and a bike lane or bike route designation (see pages 38 and 39).

C. Roosevelt: Growing Gracefully

Tomorrow's Roosevelt has worked to develop a vision for future development that gracefully accommodates the growth projected by the Seattle Comprehensive Plan. The plan identifies areas that can accommodate a significant amount of the projected growth while supporting the existing neighborhood fabric.

Principles to achieve this vision for growth in Roosevelt and resulting strategies are as follows:

- 1. Concentrate retail growth in the commercial core to create a compact, vital, pedestrian-oriented business district (see Figure 11).**
 - Create a new P3 zone to extend the Pedestrian Overlay zone along Roosevelt and 65th north to 67th, south to Ravenna, west to 9th and east to Brooklyn.
 - Allow Single-Purpose Residential development in the NC2-40 zone north of 68th to discourage development of empty storefronts and concentrate retail development in the commercial core.
- 2. Encourage mixed-use development with housing over retail in the commercial core.**
 - Consider reducing the parking requirement for residential development within 800 feet of a transit station (*study further through station area planning*).
- 3. Encourage redevelopment of areas with large surface parking lots and deteriorated housing to focus growth where it will fill gaps in the existing neighborhood fabric (see Figure 9).**
 - Establish principles for future up-zones and contract rezones in key areas to facilitate their redevelopment.
 - Work with non-profit developers and the City to identify sites and strategies for pilot projects.
- 4. Reduce the impact of NC3-65 development on adjacent residential areas.**
 - Under station area planning, or earlier if station area planning is delayed, study rezones of select areas to provide better transitions (see Figure 6).
 - Add recommendations to the Design Guidelines to encourage developments to step down at transitions to adjacent residential zones (see Figure 25 and Appendix 1).
 - Through station area planning, consider overlay zoning that would require better transitions to adjacent zones as mitigation for the increased development pressure anticipated as a result of station construction.

5. Reduce the impact of NC3-65 zoning on the existing character of the commercial streetscape and provide for a future streetscape with adequate light, air and scale.

- Add recommendations to the Design Guidelines to encourage upper level setbacks on streetfront facades to help new development better fit in with the existing fabric and allow more light and air to reach the rather narrow streets (see Figure 25).
- Through station area planning in 1999, or earlier if it is delayed, consider overlay zoning that would *require* upper level setbacks on streetfront facades as mitigation for the increased development pressure anticipated as a result of station construction.

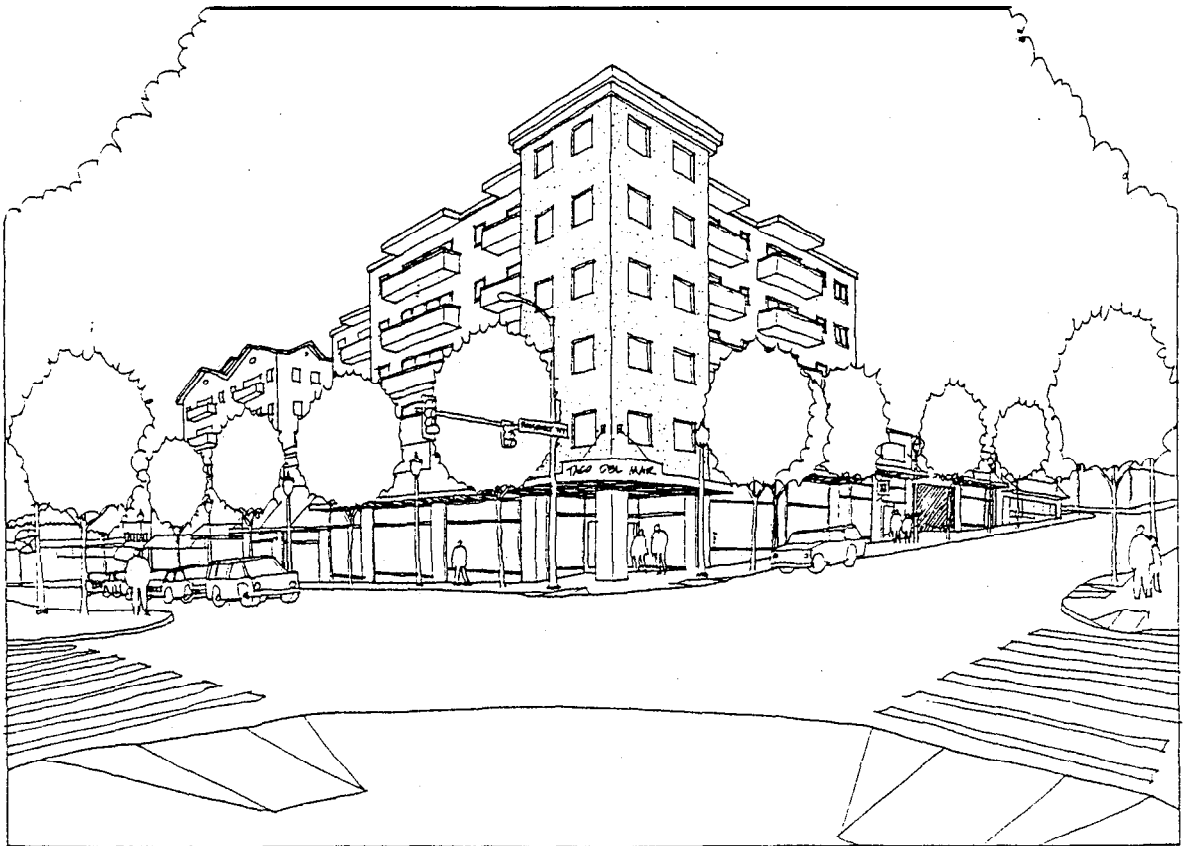


Figure 32: Sketch Showing Potential Redevelopment of the NW Corner Of 65th and Roosevelt Under Proposed Design Guidelines